



Loudoun County

Countywide Transportation Plan

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Preface

The *Revised Countywide Transportation Plan* (Revised CTP) clarifies the County's strategy for the orderly construction, maintenance, and improvement of the transportation system. It serves as a guide for future transportation infrastructure investment to be financed by Federal, State, and local dollars as well as private sector contributions. The *Revised Countywide Transportation Plan* also helps to inform residents and employers of the County's approach to addressing mobility needs and how the future transportation system may impact a specific neighborhood or property.

The *Revised Countywide Transportation Plan* is a companion document to the *Revised General Plan*. Together these two documents give policy guidance on land and infrastructure development and direction for new area plans. The Comprehensive Plan is adopted by the Board of Supervisors in accordance with State enabling legislation (Code of Virginia, Chapter 15.1). As set out in the Code of Virginia, Loudoun County's purpose in adopting the Comprehensive Plan is to achieve a "coordinated, adjusted, and harmonious development" of land. While the *Revised General Plan* addresses the timing, character, and location of new development, the *Revised Countywide Transportation Plan* provides for adequate transportation services and facilities. By State law, the County must update the plan at least every five years, although the Board may consider amendments earlier. Changes to the adopted policies of the plan require a formal plan amendment process. The *Revised Countywide Transportation Plan* is not linked to a specific implementation schedule but rather proposes solutions and programs that are to be implemented in both the short- and long-term to accomplish the overarching transportation vision.

Comprehensive Plan Review Process

On January 5, 2000, the Loudoun County Board of Supervisors directed the Planning Commission to update the Comprehensive Plan by considering the need to address fiscal stress, traffic, environmental quality, the protection of rural and historic resources, the promotion of high-quality communities, and the adequacy of public facilities to serve citizens. This effort included the update of the 1995 *Countywide Transportation Plan*. As a part of the

review, the Planning Commission solicited public input through hearings, forums, and stakeholder meetings to discuss the variety of issues, including major transportation policies, to be considered. Priority areas were identified in a Framework Report, and a series of public meetings occurred to discuss revisions with the aid of staff issue papers. For a more complete description of the public participation and review process, refer to Chapter One in the *Revised General Plan*.

Analytical Framework

The policies presented in the *Revised Countywide Transportation Plan* are intended to support the land use policies of the *Revised General Plan*. The *Revised Countywide Transportation Plan* policies address a full range of transportation modes, including auto travel, transit, bicycling, and walking. Each of these modes was identified and evaluated using criteria such as safety, level of service, potential impacts on the environment and community quality of life, and the adaptability of each alternative to possible changes in land use. The transportation system outlined in the 1995 *Countywide Transportation Plan* formed the baseline for this analysis and was subsequently modified after a series of qualitative and quantitative tests, including several runs of the County's travel demand forecasting model. Road improvement projects are categorized into short-, intermediate-, and long-term priorities and can be found in Appendix 2.

Plan Format

The content of the *Revised Countywide Transportation Plan* is organized into the following chapters, appendices, and maps.

Chapters

- Chapter One presents the County's transportation vision, strategies, and goals as well as outlines an integrated approach to transportation/land use planning in each of the four geographic policy areas.

- Chapter Two presents the County’s commitment to transit, both rail and bus, and non-motorized modes of transportation. It also describes the travel demand management strategies that the County intends to employ to reduce single-occupancy travel demand on the County’s road network or redistribute this demand away from peak travel periods.
- Chapter Three sets the policies for the County’s overall road network, specific policies for the Suburban, Rural, Transition, and Town Policy Areas, road design and construction standards, and traffic calming measures.
- Chapter Four discusses County coordination with state and regional agencies. This chapter also establishes the relationship between current environmental and historic resource policies and transportation. Level of service standards for roads are also provided in this chapter.
- Chapter Five outlines the various funding sources available to the County and suggests how these funds should be used. An improved approach to financing through proffers is presented based on a thorough examination of the weaknesses and opportunities of this funding arrangement.
- Chapter Six presents a series of implementation measures that outline ongoing and future planning efforts that are necessary to fully realize the policies of the *Revised Countywide Transportation Plan*.
- Appendix Four contains State-endorsed highway noise abatement policies.
- Appendix Five describes current and planned Rideshare Program Activities.

Appendices

- Appendix One outlines existing, interim and/or ultimate conditions of specific segments of the County’s existing and future public road network. Sample designs for various bicycle and pedestrian facilities are included.
- Appendix Two presents the priorities and time frames for major improvement projects in the *Revised Countywide Transportation Plan* including estimated costs and funding sources, where available.
- Appendix Three presents the Federal, State, Local and private sector funding programs that can be used to finance the transportation projects outlined in the *Revised Countywide Transportation Plan*.